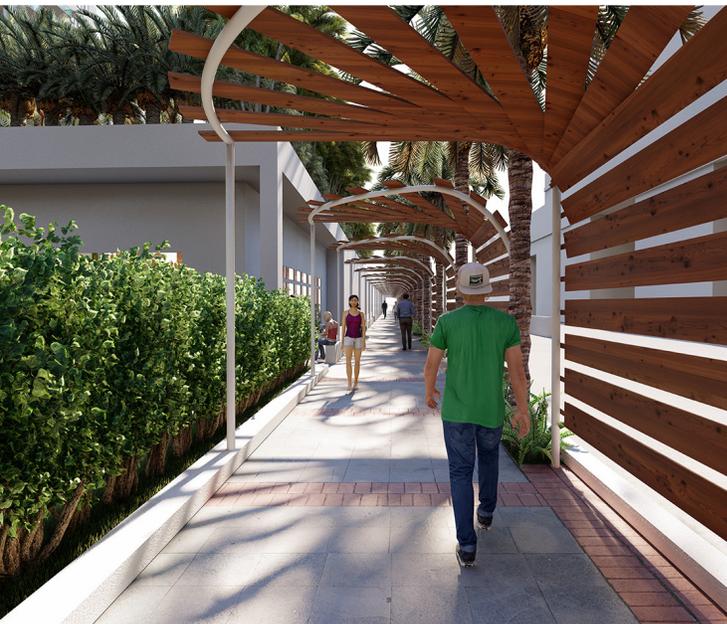
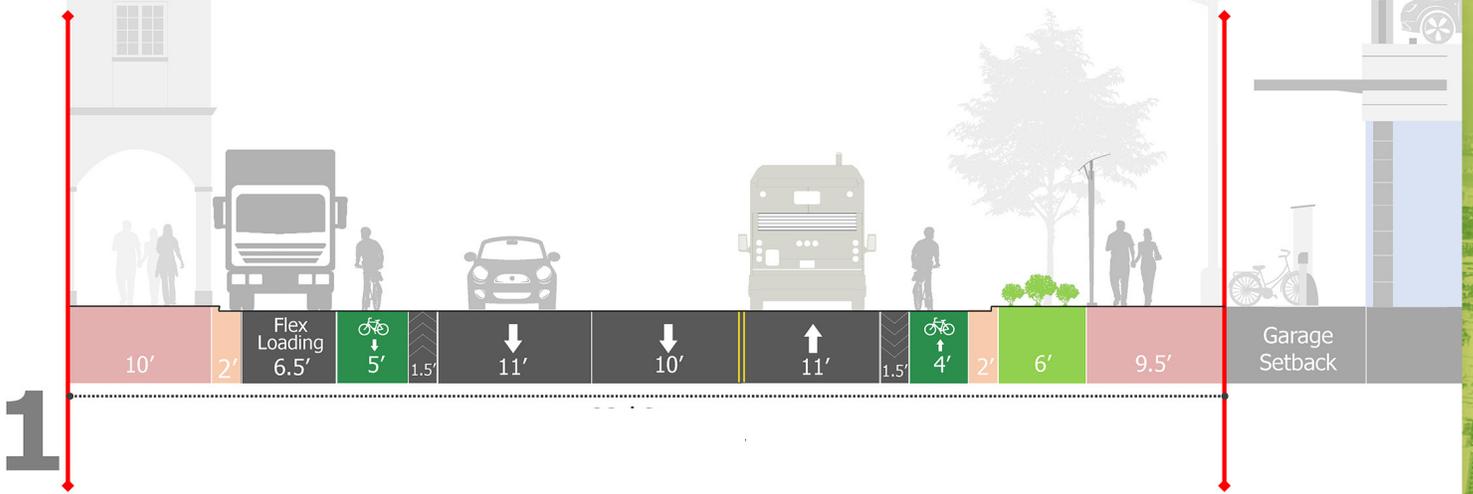


23 STREET COMPLETE STREET

Proposed Typical Sections



WHAT ARE COMPLETE STREETS?

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists or public transportation riders.

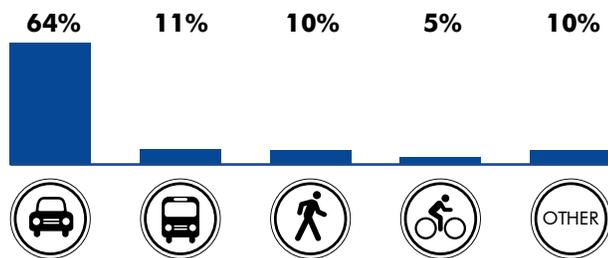
WHY A COMPLETE STREET FOR 23 STREET?

With a growing daily population of over 200,000 and a residential population over 90,000, Miami Beach roadways are congested. This congestion is impacting the operations of Miami Beach businesses, resident quality of life and the experience of visitors.

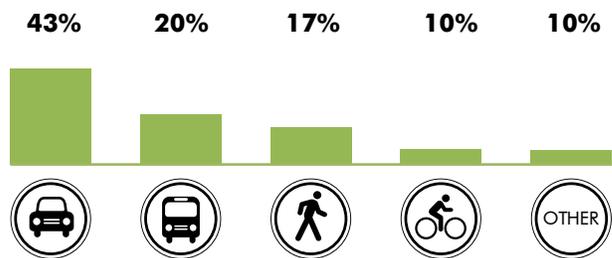
In 2015, Miami Beach adopted a Modal Hierarchy and in 2016 a Transportation Master Plan to reduce congestion.

The 23 Street Complete Street is an important part of the new, improved transportation network.

EXISTING ESTIMATED OVERALL MODE-



2035 OVERALL MODE SHARE VISION



BENEFITS OF COMPLETE STREETS ACCORDING TO SMART GROWTH AMERICA



Complete Streets improves safety by reducing crashes through safety improvements.

Complete Streets makes economic sense. Complete Streets bolster economic growth by improving accessibility.

Complete Streets can help ease transportation woes. More travel choices can reduce roadway congestion.

Complete Streets encourages more walking and bicycling. Public health experts are encouraging walking and bicycling as a response to the obesity epidemic.

Complete Streets helps children. More children walk to school where there are sidewalks, children who have and use safe walking and bicycling routes have a more positive view of their neighborhood, move more and gain independence.

Complete Streets makes fiscal sense. Integrating sidewalks, bike lanes, transit amenities and safe crossings into the initial design of a project spares the expense of retrofits later.

Complete Streets are good for air quality.

PROJECT GOAL:

PROJECT FEATURES:

Design complete streets to serve all modes along:

- 23 Street between Pine Tree Drive and the Beachwalk
- 22 Street Between Park Ave and the Beachwalk
- Park Avenue between 23 street and 22 street

- Implementation as part of the Collins Park Garage (CPG) project
- Parking relocated to the CPG
- New signal at Park Ave and 23 street
- Traffic calming improvements
- New bicycle lanes
- Enhanced connection to the beach
- New 3 lane configuration will maintain traffic flow

The city's Transportation Department continues to work with our community stakeholders in bringing this project to life.

3



NCAC Deferrals
 December 20, 2017
 January 24, 2018
 November 30, 2018

2



Transportation Presentations
 January 8, 2018
 December 10, 2018

3



Public Meetings
 August 7, 2017
 November 16, 2018
 March 5, 2019

2

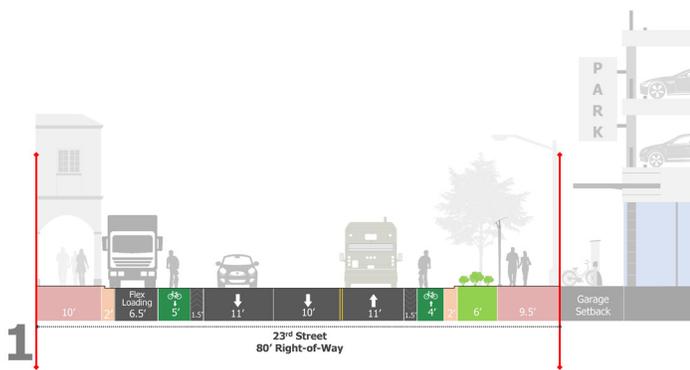


Collins Park Neighborhood Meetings Attended
 February 20, 2018
 January 22, 2019

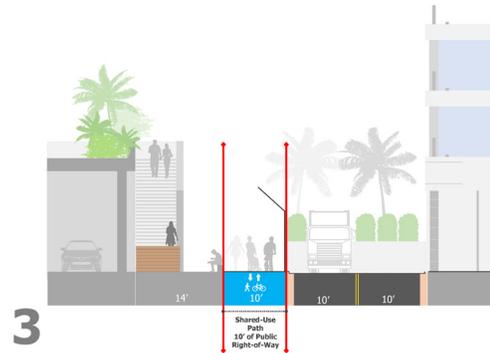
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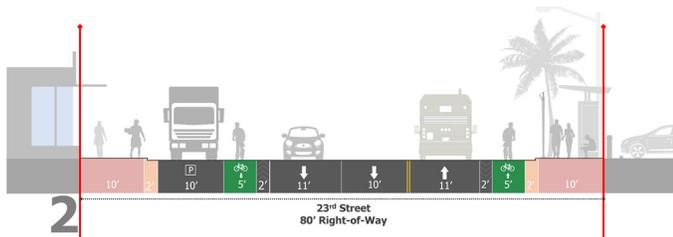
Field Meetings / Neighborhood Representatives
 October 10, 2018
 March 28, 2019
 April 24, 2019



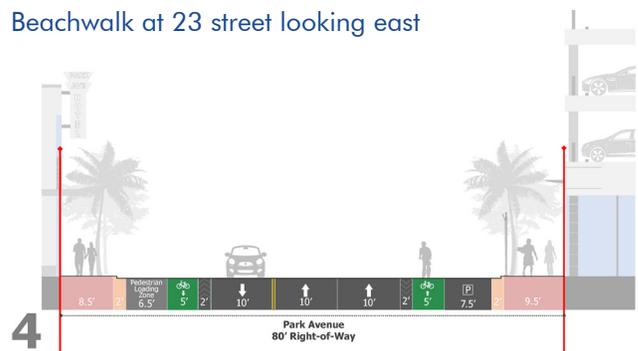
23 Street at Park Avenue looking east



Beachwalk at 23rd Street looking east



23 Street at Collins Avenue



22 Street at Park Avenue looking north

